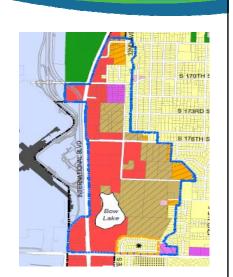
Proposed City Center "Park & Fly" and Parking Structure Code Amendments

Land Use & Parks (LUP)
Committee
January 26, 2017



Project Reviews to Date

Reviews

- ✓ Planning Commission: 4 reviews
- ✓ Land Use & Parks (LUP) Committee: 1 review
- ✓ Hotel/Motel Tax Advisory Committee: 1 review
- ✓ Public Hearing: Jan. 17, to be continued Feb. 7
- ✓ Department of Commerce Review: Completed
- ✓ **SEPA Environmental Review**: *Underway*

Project Goals

- ✓ City Council Goals:
 - Parking structures should look good & be economically feasible
- ✓ Consistency with Adopted Policies & Plans:
 - City Center Plan, adopted 1999



Plan encourages structured park & fly and a mix of high intensity uses in City Center.

Existing vs. Proposed

Public/Private Parking & Parking Structures:

- 1) Stall Limit: Limits number of stalls per garage & number of garages per development site
 - Proposal: Increases stalls / removes dev. site limit
- 2) Bonus Program: Allows increase in stalls in exchange for public benefits
 - Proposal: Incentivizes bonus formulas
- 3) **Design Standards**: Ground floor commercial space, garage setback, façade design, open space
 - Proposal: Increases & changes

PROPOSED: Increased Stall Maximum

Proposed stall max.: 300 1,200 stalls

Why? Proposal aims to leverage park & fly demand to incentivize new mixed use developments:

- All garages would be mixed use buildings or sites:
 - All garages would include 400 sf 50% ground floor commercial uses at time of construction or
 - Garages would be built behind nonparking buildings





PROPOSED: Incentivized Bonus Program

<u>Why?</u> Formulas changed to encourage feasibility of developments, and the construction of public benefits.

	Existing Code	Proposed Code
Bonus Program		
Commercial/ Service/ Residential Space	1 stall per <u>250 sf</u>	1 stall per <u>25 sf</u>
Hotel Unit	<u>0.5 stall</u> per hotel room	1.5 stall per hotel room
Right Of Way (ROW)	1 stall per <u>150 sf</u>	1 stall per <u>100 sf</u>
Open Space	1 stall per <u>150 sf</u>	1 stall per 50 sf
Public Art	Up to <u>60 stalls</u> per art feature (Art Value = \$ land value x square feet of add'l stalls)	Up to <u>60 stalls</u> per art feature (Art Value = 0.5% of cost of structure with pk & fly stalls)

PROPOSED: Setbacks & Open Space

Proposed garage setback from Int'l Blvd: 400' 35'

Why decrease setback? 100' setback deactivates street leaving "dead zone" instead of building frontage that attracts interest of passersby

interest of passersby
 35' setback provides sufficient façade variation to diminish scale of large structures – while better activating the street



PROPOSED: Setbacks & Open Space

Proposed open space for public/private parking: 10% 5% net site area

Why decrease open space for park & fly garages? 10% net site area difficult to meet for interior lots & higher than amount required in adjacent cities

5% net site area would provide sufficient front yard open space & better align with bonus program



PROPOSED: Building Design Standards

Proposed design standards: Increased requirements for façade design & screening of parking uses

Why increase design standards?

To ensure that large parking garages enhance the built environment

Ex.) "Parking structures facing or visible from the street shall have the <u>appearance of a</u> <u>commercial use"</u>



Next Steps

Reviews

✓ SEPA Environmental Review: Underway – appeal period ends Mon, 2/6/17

Next Steps

□ 2/7: Public Hearing continued,

Planning Commission recommendation

□2/14: Council Study Session review

□2/28: First possible Council action date